BANGOR DAILY WHIG AND COURIER.

BY JOHN H. LYNDE. BANGOR, ME., FRIDAY MORNING, JUNE 10, 1870. VOLUME XXXVII—NUMBER 136.

BANGOR

Daily Whig & Courier,

PUBLISHED MORNINGS,

At No. 1, East End Kenduskeag Bridge.

TERMS—$8.00 per Year,
4.00 for Six Months,
2.00, for Three Months,
INVARIABLY IN ADVANCE.

The Bangor Weekly Courier,

IS PUBLISHED EVERY TUESDAY

At the office of the DAILY WHIG AND COURIER, at Two Dollars per Year, strictly in advance.

AGENCIES.

S. M. PETTENGILL & Co., 10 State St., Boston, and 37 Park Row, New York, are authorized Agents for soliciting Advertisements and Subscriptions for this Paper.

S. R. NILES, Agent, Scollay's Building, Court Street, Boston.

Subscriptions must in all cases be paid in advance. Subscribers finding this notice marked, will understand that the time for which they paid has nearly expired.

Your Subscription expires

Real Estate.

For Rent.

Two very desirable tenements on Centre Street. Enquire of

NORTON & FARRINGTON.

may 27

MILLS AND WATER POWER FOR SALE.

We offer for sale, on liberal terms, our Mills, consisting of one Single Saw, for sawing long lumber, on Shingle Machine, with all necessary machinery for grinding, with good Water Power to run the same. Also the Water Power above the Mills, on the side of the dam, which is a great head and never fails to be obtained, which would be capable of running a large amount of Machinery at all times.

Also the Water Power on the side below the Mills, where the best and fall may be had for running Machinery of any kind.

This property is situated only about one mile from the N. E. & A. R. Railway Depot, directly from Dam or Mills.

Title a first and clear one for a Woolen or Edge Tool Factory, or business of any kind requiring Water Power.

As an inducement to capitalists to invest here, the town has passed a vote to exempt from taxation for fifteen years, capital invested in any manufacturing establishment which shall amount to five thousand dollars or more.

J. & E. H. TREAT

Bethel, June 9th, 1870. 1

HOUSE FOR SALE.

THE NEW MODERN BUILT HOUSE recently occupied by the late Amos Stickney, situated on Centre Street, will be sold on reasonable terms. Possession given immediately. Apply to

J. F. STICKNEY,
Merchants National Bank.

Bangor, April 22, 1870.

FOR SALE.

A GOOD TWO STORY HOUSE, Ell and Shed, No. 82 Kenduskeag Avenue. Lot 205 by 66 feet. The house is in first-rate repair. For particulars apply to

J. WARREN, (No. 1 Main Street.
Or R. LEWIS, 52 Kenduskeag Avenue. j3

Tenement Wanted.

Immediately, two or three Rooms within the limits of a walk of Postoffice, by small family. No children. Best references given. Address, stating terms and location, ARCHER, Whig and Courier Office. 1*

Convenient House and Lot

On Centre St.

FOR SALE.

Enquire at No. 30 Exchange St. may30

For Sale.

A DESIRABLE TENEMENT, No. 127 French Street, with a large Lot, will be sold at a bargain, if applied for soon. Apply at the Real Estate Agency, No. 14 Central Street. E. S. PIERCE & CO.

March 25, 1870.

HOUSE FOR SALE.

No. 15 Fourth Street.

In good condition, convenient in its arrangement, and desirable as to location, &c. Title to be given under date of 18 by 64, and Buildings insured and in good repair.

E. M. PATTEN.

FOR SALE!

THE PROPERTY on Burleigh Hill, in Bangor, now occupied by Parley O. York. Containing about 27 acres of Land with a good two-story House and 2½ new Barns and a most splendid Maple Grove in front of the House which makes the whole very desirable, also, 21 acres of Land adjoining the above and a number of wood Lots, mostly covered with a thrifty young growth. The property above described, is from within from 14 to 2 miles of the Kenduskeag Bridge on 170 acres of Land and 1 mile from the city. This property will be sold at a great bargain for cash. Apply to R. S. PIERCE & CO., No. 32, Central Street, or to the subscriber on the premises.

Dr. H. O. BULLEIGH.

Bangor, May 20th, 1870.

FOR SALE.

North Tenement of Editor House on Davis Street. Apply to A. W. PAINE, or JOHN STRANGE. may18

House for Rent.

A CONVENIENT NEARLY NEW HOUSE on Palm Street, near State Street, for rent; possession given immediately. Enquire of

May18 3w GEO. W. LADD.

House for Sale.

A COTTAGE HOUSE, situated on Fourth Street, near Union. Will be sold at a bargain. Enquire of premises.

JAMES DUNNING.

Bangor, June 1, 1870.

For Sale or to Rent.

TWO SMALL TENEMENTS, so connected as to be rented together or separately. Apply to ALBERT EMERSON.

June 2, 1870. 2w No. 20 Summer Street.

VALUABLE

Timber Lands

And Mill Property

FOR SALE.

THE subscriber, desirous of disposing of all his Interest in Timber Lands and mills, will sell on favorable terms the following:

One-Half Township, No. 5, Range 4, Oxford County.

The whole township contains twenty-six thousand (26,000) acres; is heavily timbered with spruce, cedar and hemlock, and is finely watered, there being within near and easy hauling distance of the Main stream or its branches, which runs through the town, or Parmachenna Lake, which is embraced within its limits.

Also 16,000 Acres of Land in the Town of Byron, Oxford Co.,

well covered with large Spruce timber. Swift river and its branches run through these lands and empty into the Androscoggin below Rumford Falls.

Also 3,100 Acres Timber and Wood Land in Town of Gorham, N. H.

two miles above the Alpine House, on the line of the Grand Trunk Railroad, and the banks of the Androscoggin river. There is a large quantity of wood on these lots which, from its proximity to the Railroad, is steadily increasing in value.

Also 2500 Acres Lands in the Towns of Albany and Stoneham,

near the village of North Waterford, Oxford County, this land is covered with thrifty growing Pine timber, standing near Crooked River, which runs through the tract. Logs put into it can be driven over one to Sacarappa, or by hauling four to five miles they can be put into the Song. There is a good mill privilege, with a dam already built, a short distance to the canal at Harrison, or, near to the railroad at South Paris twelve miles. The land is suitable for settling purposes after being cleared of timber.

Also 435 Shares of Stock in the Lewiston Steam Mill Company,

the whole capital stock being represented by 800 shares. The property of the company consists of a Steam Saw Mill, capable of manufacturing five million feet of long lumber, with a proportionate amount of clapboards, shingles and laths. About fifteen acres of land in the city of Lewiston, well located for building purposes, and thirty thousand feet of timber land, well located on the Androscoggin river and its branches, from which but a small quantity of the timber has been cut.

JOHN LYNCH,
Or LYNCH, BAILEY & CO.

Portland, Aug. 11, 1869. eo217 1mf

For Sale.

A neat 1½ story wooden House, with Ell and Shed, Stable, Store cellar, Shed and well of water, together with one acre of land, situated on Fifteenth Street, near Cottage House. Terms easy. For particulars enquire of the subscriber on the premises, or JOHN SMITH, of W. Sargeant & Son's, Columbia St.

may9 1w WM. L. SMITH.

NORFOLK & BALTIMORE and Washington D. C.

STEAMSHIP LINE.

THE STEAMSHIPS of this Line will leave Pier 19 East River, foot of Fulton Street, New York, FULL AND REGULAR DAYS OF SAILING:

NORFOLK, Every Saturday.
BALTIMORE, Every Wednesday.

Connecting at Norfolk with Steamers for Washington, D. C., Richmond, City Point, Petersburg, Weldon, Portsmouth, Seaboard and Roanoke Railroad, Raleigh and Gaston Railroad, Wilmington, Charleston, Savannah, Florida, Mobile, New Orleans, Texas, Memphis, Louisville, Cincinnati, St. Louis, Chicago, and all points West and South.

Through Bills Lading given and Freight forwarded from NORFOLK to WASHINGTON and Richmond, Va., and all points West and South.

Passage, including Meals and Berth, to Washington, $10; to Richmond, $12; to Baltimore, $5; to Norfolk, $5.

Freight taken at low rates.

For Freight or Passage apply to

WM. P. CLYDE & CO.,
No. 19 North Wharf, Philadelphia.
P. H. WATSON, Agent,
No. 1 Bowling Green, New York.

International Steamship Co.

EASTPORT, CALAIS, AND ST. JOHN.

ST. JOHN AND HALIFAX.

Summer Arrangement—Two Trips per Week.

On and after THURSDAY, June 9th, the Steamer NEW BRUNSWICK, Capt. WYMAN, will leave Railroad Wharf, foot of State St., Bangor, every MONDAY and THURSDAY, at 6 o'clock P. M., for Eastport and St. John.

Returning will leave St. John and Eastport every TUESDAY and FRIDAY, at 8 o'clock A. M., for Bangor.

Connecting with the Steamer QUEEN for St. Andrews, and Calais, and with Stage for Woodstock and Houlton.

Also, that the Steamer NEW BRUNSWICK will leave Railroad Wharf, foot of State St., Bangor, every MONDAY, and THURSDAY, at 6 o'clock P. M., for Eastport and St. John.

Returning will leave St. John and Eastport every TUESDAY and FRIDAY, at 8 o'clock A. M., for Bangor.

Connecting with the Steamer QUEEN for St. Andrews, and Calais, and with Stage for Woodstock and Houlton.

Freight taken as usual. Through Bills Lading given to Boston, Portland, Saco, Portsmouth, Newburyport, Salem, Lynn and Boston.

For Freight or Passage apply on board, or at the office on Railroad Wharf, foot of State St.

E. BILLINGS, Agent.

Bangor, May 2, 1870. may3

Shortest Route to New York

Inside Line via Stonington.

Fare $3 Reduced to $3

Two Trips a Week.

Providence Line.

Commencing on Monday, May 2d, at 5 o'clock, P. M., and every Monday and Thursday thereafter, the Steamers of this Line will leave Pier 28 North River, foot of Murray St., New York, every Monday and Thursday, at 5 o'clock, P. M., and leave Providence every Tuesday and Friday, at 5 o'clock, P. M., connecting at Providence with the Night Express Trains of the Providence and Worcester Railroad, arriving in Boston at 4.45 A. M.

Passengers by this line reach Boston in advance of all other lines, and avoid both Sea and Railroad transportation at night.

Fare to Boston, $3.00.

Through Tickets for sale at the Company's Office, No. 192 Washington Street, Boston.

Freight taken as usual.

For further information apply to

J. W. RICHARDSON, Agent,
192 Washington Street, Boston.

April 26, 1870.

Fall River Line!

For Boston!

New York, Philadelphia, Baltimore, Washington, and all principal points West and South via Taunton, Fall River and Newport.

Two Trains Daily.

Two Trains leave the old Colony and Newport Railway Depot, corner of South and Kneeland streets, (Leather District,) Boston, as follows: at 9.00 A. M., (express) in Rail Road 40 minutes in advance of the regular Steamboat train, which leaves Boston at 5.00 P. M., connecting at Fall River with the new and magnificent Steamers PROVIDENCE, Capt. H. M. SIMMONS, BRISTOL, Capt. A. Simmons. The Steamers are the fastest and most reliable boats that have been built expressly for speed, safety and comfort. This Line connects with all the Eastern and Southern Railroad Lines from New York, going West and South, and conveniently to the California Steamers.

Passengers and Freight by this Line, with its new and extensive depot accommodations in Boston and Fall River, and New York, dock, leaving for the former at 5 P. M., is supplied with facilities for freight and passenger business which cannot be surpassed. Freight leaving Pier 1 at New York at 5 P. M., goes through and reaches Boston in season for delivery the following morning.

New York Express Freight Train leaves Boston at 5.30 P. M.; goods arrive in New York next morning, (about 8 A. M.) Freight leaving New York at 5 P. M., reaches Boston on the following day, at 9.15 A. M.

For tickets, berths and staterooms, apply at the Company's office, No. 3 Old State House, corner of Washington and State streets, or at Old Colony Depot, corner of South and Kneeland streets, Boston; at Pier 1, North River, foot of Murray street, New York; at Pier 28, North River, foot of Chamber St.

Freight rooms, Boston, Fall River and New York.

JAMES FISK, Jr., Pres't.
M. K. SIMONS,
Managing Director Narragansett Steamship Co.
GEO. SHERWOOD,
Pass'r & Freight Agent.

may 13. 1y

For Boston!

The NEW and SUPERIOR Sea-Going Steamers

John Brooks and Montreal,

Having been fitted up as regular Packets with Staterooms and Passenger accommodations, and State Rooms, will run the season as follows:

Leaving Atlantic Wharf, Portland, at 7 o'clock, and Long Wharf, Boston every day at 7 o'clock, P. M. (Sundays excepted).

Fare to Boston, $3 00
Deck Fare, 1 00
Freight taken as usual.

September 7, 1869. L. BILLINGS, Agent.

Pacific Mail Steamship Co's

THROUGH LINE TO

California and China.

FARES GREATLY REDUCED.

Steamers leave per No. 42 North river, foot of Canal street, and 12 o'clock noon on the

5th and 21st.

except when those days fall on Sunday, then the day previous.

Yokohama—ALASKA, Capt. Gray, connecting with CONSTITUTION, Captain Cavarly.

One hundred pounds of baggage allowed each adult. Medicines and attendance free.

All departure touch at Manzanillo; thence the first connects at Panama with Steamers for South Pacific ports; the 5th and 21st for Central American ports; and those of the touch at Manzanillo for

FOR JAPAN AND CHINA.

Steamer JAPAN, leaving San Francisco, July 5th, 1870.

Freight, passage tickets and all further information apply at the office, on the wharf, foot of CANAL Street, North River, New York.

P. R. BIBB, Agent.

Or to C. L. BARTLETT & CO., New England Agents, 10 Broad Street, Boston, and 15 Dia BLAKE, 9 Central St., Bangor.

June 9th, 1869.

Maine Steamship Company

New Arrangement.

SEMI-WEEKLY LINE.

On and after the 15th inst. the fine steamers DIRIGO, and JOHN CONLEY, will, until further notice, run as follows:

Leave Galt's Wharf, Portland, every Monday and Thursday, at 4 o'clock P. M., and leave Pier 38 East River, New York, every Monday and Thursday, at 5 P. M.

The DIRIGO and FRANCONIA are fitted up with first class accommodations for passengers, insuring them the most convenient and comfortable route for travellers between New York and Maine. Passage, in State Room, $5. Cabin passage $4. Meals extra.

Goods forwarded to and from Montreal, Quebec, Halifax, St. John and all ports of Maine.

Shippers are requested to send their freight to the Steamer as early as 3 P.M., on the day that they leave Portland.

For freight or passage apply to

EMERY & FOX,
Galt's Wharf, Portland.
J. T. AMES,
Pier 38 East River.

Portland, May 11th, 1869.

TURNER'S PAIN DESTROYER CO. Universal Neuralgia PILL.

A SAFE, CERTAIN AND Speedy Cure FOR Neuralgia AND ALL NERVOUS DISEASES.

Its Effects are Magical.

AN UNFAILING REMEDY for Acute and Chronic Pain, often effecting a perfect cure in a single day. No form of Nervous Disease fails to yield to its wonderful influence. Even in the severest case of Neuralgia, Rheumatism, or Sciatica, the first dose or two affords the most astonishing relief and rarely fails to produce a complete and permanent cure. It contains no narcotics in the slightest degree whatever. It has the unqualified approval of the best physicians. Thousands, in every part of the country gratefully acknowledge its power, to which the following facts, and reference to living witnesses, bear testimony.

Sent by mail on receipt of price and postage.

One package ..... $1.00 Postage 6 cents.
Six packages ..... 5.00 " 27 "

It is sold by all druggists in large and small packages.

TURNER & CO., Proprietors. 139 Tremont St., Boston, Mass. 20w28 W&S dcow19

Synchronology.

Of the principal events in History from the creation of man to the present time. A valuable book for reference. For sale at

QUEEN'S BOOKSTORE.

may28

NEW ENGLAND MUTUAL LIFE INSURANCE CO

Established - - - 1835.

FULLER BROTHERS, AGENTS.

Furniture.

GILMAN, TOWNSEND & CO.

Have on hand and are constantly adding to their

Chamber Furniture,

Parlor Suits covered with Hair Cloth, Wilton, Velvet, Tapestry and Brussels,

Dining Room Furniture,

Library Furniture,

Office Furniture,

Store Furniture,

All of our own manufacture, and warranted.

Nos. 9 and 10, Granite Block, East Market Square.

Factory—Morse & Co.'s Mill.

Bangor, May 6, 1870.

SCHOOL BOOKS, &c.

Constantly on hand and for sale by

D. BUGBEE & CO.

WRAPPING PAPERS of every description for sale by

D. BUGBEE & CO.

GLAZED WINDOWS,

DOORS,

SASH & BLINDS.

CALL ON US BEFORE PURCHASING.

Fogg & Bridges,

BANGOR.

June 2, 1870 dcow

NOTICE.

THE IMPROVED

ELIAS HOWE Family Sewing Machine,

For every description of Sewing required in a Family.

Ladies wishing to purchase a RELIABLE MACHINE, would do well to call and see the Machine in operation by the General Travelling Agent, A. K. LANG, of Boston, who has had fifteen years' experience with the Singer and Florence Machines, and will show the advantages of the ELIAS HOWE MACHINE over all others.

Also, those having one of these Machines, and wishing it exchanged for a Shuttle Machine, are requested to call on the Agent, who will be here for a few days.

T. HERSEY & CO., Agents,

No. 1 White's Block,

Corner Main and Water Streets, Bangor, Maine.

April 4, 1870.

BARGAINS

IN

Boots, Shoes, Hats & Caps,

Under Howard's Insurance Agency.

A portion of my Stock recently damaged by water is now open for sale. Call and see the wonderful bargains, will do well to call immediately.

SEVERAL CASES OF

Ladies' and Misses' Seige Boots

From Breed & Co. Portland.

Received a few days before the fire, both good order and will be sold at cost prices, for cash only.

WM. H. FLAGG,

Exchange Block, (under Howard's Agency)

Bangor, April 20, 1870.

ABBOTT

Family School for Boys!

Little Blue, Farmington, Maine.

This long standing and very popular Institution will begin its Summer Session,

May 9th, 1870,

And continue Twenty-four Weeks.

The new principal has introduced a carefully arranged

"SCIENTIFIC COURSE"

for the purpose of fitting BOYS for active business as well as the ordinary

Preparatory Course for College,

By which all patrons can have their sons properly and thoroughly prepared for either.

The great expense to which Mr. Abbott has been put in fitting up the Mansion, Stables and Lands together with the great number of Boys and Young Men under his instruction, enable him to offer and advertise the grounds attached to the school unsurpassed with the thoroughness of the course and education which is now secured here. All entire in making this one of the best Boys' Schools in New England.

Full details received at all times.

Send for Circular or address the Principal,

ALDEN J. BLETHEN.

may26 3m

"There's Music in the Air."

FRESH PENOBSCOT

SALMON,

On a downward tendency, and cut to them by the

LOWS MARKET.

may20

FRESH

Native Shad.

Gay and Festive Chaps.

Received per ——, this day

At Low's Market.

may10

Preserve Your Cider.

Use Neutral Sulphate of Lime.

FOR SALE BY

J. F. Patten & Co.,

Nov20 No. 1 Granite Block, Bangor

Murray & Lanman's

Florida Water,

The most celebrated and most delightful of all perfumes for use on the handkerchief, at the toilet and in the bath, for sale by all Druggists and Perfumers.

ja28 eodhin

THE

NATIONAL LIFE INSURANCE CO.

OF NEW YORK,

212 BROADWAY, cor. FULTON ST.

All Policies Non-forfeitable after first Annual Payment.

Money returned or given on all Policies in case of Surrender, after Annual payment.

This may be found safe and well managed Life Insurance.

J. W. Hathaway,

General Agent for Eastern Maine and New Hampshire.

OFFICE:

Corner Central & Hammond St.

BANGOR.

may3

Homœpathic Mutual LIFE INSURANCE CO.

Great Reduction of Rates for Those who Practice Homœopathy.

The Company issues Certificates after the first Annual Premium.

Policies Non-forfeitable after the first Annual Premium.

J. W. Hathaway,

General Agent for Maine.

Office: Corner of Hammond & Central Sts.,

Bangor, Me.

AGENTS WANTED.

PATENT SOLICITING!

FRED. H. COOMBS,

Room No. 9, Exchange Block.

Will give his personal attention to the procuring of Patents in the United States and Foreign Countries, and to the purchase and sale of Patent Rights.

REFERENCES BY PERMISSION.

Hon. JOHN LYNCH, Bangor.
Hon. JOHN A. PETERS, Bangor.
Hon. JOHN A. PETERS, Jr., Bangor.
Hon. JOHN A. PETERS, Jr., Bangor.
Hon. JOHN A. PETERS, Jr.,

Whig & Courier.

JOHN H. LYNDE, - - PROPRIETOR

FRIDAY, JUNE 10, 1870.

A preliminary meeting was held in Morrell, Wednesday night, to afford the people an opportunity of expressing their opinion respecting the Fenian raid, and providing for a course to be taken by the Government to prevent future raids. Several speeches were made on the comments of the English press on the raids, and President Grant's proclamation. The remarks of the London Daily News and Saturday Review respecting Gen. Lindsay's speech were condemned, and the action taken by Mr. Thornton, thanking President Grant for his promptness in stopping the raiders, was considered ungraceful. Hon. Mr. Morris said that the Canadian Government had already stated the case in a strong manner to the Imperial Government, and intended to send a Cabinet Minister to London to represent their views.

Gov. Baldwin has summoned the Michigan Legislature to an extraordinary session at Lansing, on July 20th. The proclamation states that the late Railroad aid decision has left a large number of bonds in the hands of innocent holders, on which the interest cannot be paid until some valid action is taken in the form of a constitutional amendment, and as the ordinary course of procedure the amendment could not be submitted until 1873. He will lay the specified business before the House in a special message.

The American Institute of Homœopathy met in Chicago Wednesday, and at noon the Convention took part in laying the corner stone of the Medical College at Cottage Hill Grove. In the afternoon session a resolution was passed ordering the preparation of a Homœopathic Dispensatory.

BANGOR AND PISCATAQUIS RAILROAD.

REPORTS OF OFFICERS.

DIRECTORS' REPORT.

To the Stockholders of the Bangor and Piscataquis Railroad Company:

Gentlemen.—The Directors of the Bangor and Piscataquis Railroad Company submit herewith their second annual report.

The Directors became satisfied early last summer that the Contractors were not carrying forward their work so rapidly as was necessary in order to complete the Road on the last day of November, the time required by the contract to finish it, and the Directors urged and demanded by verbal and written requests, made by the President, Directors, the Chief and Resident Engineers—from time to time through the summer and autumn of last year, that they should increase their force and forward the work more rapidly; but they did not comply with these requests—at least to the extent desired, and failed to complete their contract, and the Directors on the first day of December declared said contract broken and took possession of the Road, in its unfinished condition.

The Contractors, at that time, had the Road-bed partially graded. The rails were laid the whole length of the line, so that cars could run over the same. The grades had not, however, been generally brought up, nor the cuts taken out, and no considerable portion of the Road had been ballasted as required by the contract. The upper half of the line, from Lagrange to Foxcroft had received comparatively little ballast.

The amount advanced to the Contractors in cash and rails has been $695,003.32.—This is a larger amount than the contract demanded for the work accomplished by them, but they informed the Directors in the months of September and October last, that they could not pay their laborers and other bills for carrying on the work, unless the Company would furnish them with an additional amount above the sums the said Company were held to pay, and the Directors, having been convinced that the work must be suspended by the contractors unless these advances were made, and also believing that the Company would probably make less sacrifice by permitting the contractors to use their force already organized to carry forward the work than to attempt to do it themselves; and also believing that the final settlement with the contractors would be less complicated by permitting them to go on with the work until the first day of December—reluctantly made the advances above what the contract required, but upon the express condition and solemn promise of said Contractors that the money should be applied to the payment of the laborers, the other employes of the Contractors, and to others who had furnished board &c.

As no satisfactory settlements could be made with the Contractors; it was mutually agreed to refer the question in dispute between them and the Company to the arbitration of R. D. Rice, A. P. Morrill, and P. Barnes. One condition of this reference was that, the road should first be accurately surveyed, so as to determine the amount of work done by the Contractors and also what they had failed to do in order to complete the contract. This survey is now progressing, and it is thought will be completed during this month, and it is expected that the Referees will meet, and determine the matters referred to them soon after that time.

On the first day of December last the Directors declared the contract broken and took possession of the road as before stated. L. H. Eaton, who had been employed as resident Engineer, was elected Superintendent, and was directed to put on a construction train for a short time, so as to put the road in the best possible condition to run through the winter, and a daily train (with two for a short period) was run until April, 11th when the frost had so affected the unballasted road-bed above Milo that cars could not be safely run over it, and daily trains were run to Milo only until April, 28th, when the trains was again run to Dover and Foxcroft. Two daily trains have been run since May 23d.

When the Directors determined to run the road through the winter, they concluded it might pay its running expenses, whilst at the same time it would break up the old modes of travel and transportation and give the public assurance that the road might be depended upon for transportation and travel on this route, and thus be preparing it for a more successful business. The result has more than justified these anticipations.

The travel and transportation has been continually increasing and the prospects for future business look every way most encouraging.

The Report of the Treasurer, will exhibit the financial condition of the Company, and therefore need not be here enlarged upon, whilst the Report of the Superintendent will show the present condition of the Road, the amount of business done by it, since it commenced running, and the present requirements.

Foreseeing that an additional amount of funds would be required above that which had been heretofore provided by the stock subscriptions and the proceeds of the sale of City Bonds, the Directors petitioned the last Legislature for an act authorizing the city to loan its credit, by an issue of City Bonds to this Company for such an amount as the Mayor and Aldermen might deem necessary to complete the construction of the road, not however to exceed the sum of $125,000.00 This loan was submitted to the City Council in advance, and having their approval, was enacted by the Legislature.

It required a two-thirds vote of each branch of the City Council to submit it to the voters of Bangor, and two-thirds of all the votes thrown were required to carry the loan.

The City Council by the requisite vote, submitted it to the people at such time as the Mayor and Aldermen might direct, and, after a long delay, it was submitted to the decision of the voters of Bangor on the 2nd instant, and failed to receive the necessary vote to authorize the loan; consequently, the Company are without the means necessary to finish the road, and the Stockholders are now called upon to decide in what manner the money shall be raised.

By order of the Directors,

ISAIAH STETSON, President.

Bangor, June 7, 1870.

TREASURER'S REPORT.

S. D. Thurston, Treasurer, in account with the Bangor & Piscataquis Railroad Company:

RECEIPTS.

1870.		
June 1.	For amount stock collected	$340,024 53
"	Sale Piscataquis lands	49,276 10
"	Hire of engines and cars	641 42
"	Iron exported, B. Jones & Co.	2,240 45
"	City of Bangor Bonds	560,000 00
"	Interest	9,376 03
"	Passenger earnings	1,157 63
"	Freight earnings	336 13
"	Mail service	196 00
"	Due payable and accounts	1,024 62
		$1,220,063 53

DISBURSEMENTS.

By paid for Wood account	$ 5,653 48
" Repairs	2,217 47
" Engineering	21,541 12
" Tools	1,231 52
" Running expenses	11,546 13
" General transportation account	7,539 77
" Commission account	21,270 09
" Land damage	33,301 87
" Rent stores	1,412 60
" Contractors	695,003 81
" Contingencies	1,213 80
" Fencing	5,161 27
" First National Bank cash deposit	1,023 10
" Dabney, Morgan & Co. iron account	203,656 46
" Bond discount account	67,402 68
" Depot Buildings	21,537 92
" Coupon account	25,855 29
" Equipment	88,028 61
" Deposited with Clerk of Courts for land damage and accept for fencing	1,000 00
" Bills receivable and notes	8,748 92
" Cash on hand	107 50
	$1,220,063 53

BANGOR, June 7, 1870.

The undersigned have examined the foregoing statement of accounts of the Bangor & Piscataquis Railroad Company, made up to June 1, 1870, and find the same correct, cast and properly vouched.

T. W. BALDWIN, } Auditors.
JOHN S. RICKER, }

BANGOR, June 7, 1870.

To the Stockholders of the Bangor & Piscataquis Railroad Company.

GENTLEMEN.—I respectfully submit the herewith report of your Company affairs as the books stood for the year ending June 1st, 1870.

This report does not include the business of the Road for the month of May. This will be supplemental if it can be made up in season with the monthly statement of receipts from the opening of the Road.

All the coupons on City bonds issued to the B. & P. Railroad, due Oct. 1st, were paid, and the receipt of the City Treasurer for them is on file.

All the coupons on said bonds, due April 1, 1870, have been paid, excepting twelve (12) coupons of $50 each, and seven (7) coupons of $10 each, which have not been presented, but which will be paid at sight. The receipt of the City Treasurer for these paid coupons is also on file in this office.

The Company have been put to the cost in raising money, as they have never made a loan, or pledged a bond for that purpose.

The amount of bills payable, Sept. 1, the sum total of all the notes or bill pay able issued by the B. & P. Railroad Company

A balance of $2,309.74 gold, is due the U. S. Government for duties on iron, for which there is no provision made.

All of the $560,000 bonds received from the city of Bangor were sold at an average price of 87 2-100 per cent., and sold as fast as the requirements of the Treasury demanded. Boston bankers have assured us that no loan in New England during the year 1869, was so successfully placed as the loan of the city to your road.

The funds of the Company have been increased over $11,000 from two sources, viz.—*interest and profit* on iron sold the contractors. This sum exceeds [illegible] travelling expenses [illegible] future; safe and books during [illegible] beginning June 1, 1869 [illegible] 1st, 1870, showing that [illegible] unhanged the business [illegible] Company.

All of the subscribers [illegible] less $3,675 17. Of this [illegible] from the town of Brownville [illegible] when the Road is fully [illegible]

I would respectfully [illegible] cial year close at some [illegible] May 31st, or that the annual [illegible] later date than the first [illegible] as it will be impossible [illegible] to give his annual report [illegible] of May] in the annual meeting in [illegible]

All of which is respectfully [illegible]

S. D. THURSTON, Treasurer.

STATEMENT OF MONTHLY [illegible] OF THE BANGOR & PISCATAQUIS RAILROAD CO. AFTER PASSING [illegible]

Net receipts for December [illegible]
Average for each month [illegible]
Net receipts for month of [illegible]
Average [illegible]
Trains run to Dover only [illegible]
Net receipts for month of [illegible]

The net receipts for May are [illegible] interest on $85,000 City bonds [illegible]
Number of passengers in [illegible]

Tons of freight in December [illegible]
January [illegible]
February [illegible]
March [illegible]
April [illegible]
May [illegible]

Amount paid R. & N. A. Railroad [illegible] from December, 1869, to May [illegible] carrying passengers and freight, including depot accommodations and forwarding [illegible]

SUPERINTENDENT'S [illegible]

BANGOR, June [illegible], 1870.

To the President and Directors of the Bangor & Piscataquis Railroad.

GENTLEMEN:—I have the honor to submit the following report of the business of your road and of its business with the Company since it assumed control [illegible]

And before proceeding to [illegible] you the details of business, and expense of running the road, I will state that the road bed, when the Company took it from the contractors, was in such condition from its unfinished state, that it has rendered necessary the employment of a much larger force than would have been, if the road had been fully graded and ballasted and the ditches cut out. From Oldtown to Orneville Station, the road has received generally more or less of ballasting, although there are still between these points, several places of considerable length where the sleepers are resting upon the sub-grade. From Orneville to Milo, about one-third of the distance has received a small portion of ballast. From Milo to the northern terminus of the road, but very little ballast has been placed under the sleepers, and that principally by the Company since the road has been taken into their hands.

Upon this upper portion of the line no Storm Fences had been provided when the ground shut up, consequently when the deep snows came on, the track was obstructed to a considerable extent, compelling the Company to employ a large force of laborers in keeping the road open for business, and in construcing temporary storm fences.

The first regular train for transportation of passengers and freight to Dover and Foxcroft was run on the 8th of December last, and continued one train per day each way until March 21st, when an additional train was put on for the accommodation of passengers only, and the two trains were so run until the 11th day of April. At this time the road above Milo having become unsafe from the action of frost and spring rains, upon the road-bed in its unfinished condition, trains were ordered to run only to Milo, and on the 12th, the second train was taken off the road. This break in running continued until the 28th day of April. During this interval passengers going to stations beyond Milo were transported upon hand-cars, as were the mails. Upon May 23d a second train was again put on and has been continued since with very gratifying results.

The track is now in a better condition than it has been at any previous time, but still it is of the utmost importance that no time shall be lost in getting ballast under the sleepers, as it will be utterly impossible to run the road during the season which the frost is coming out of the ground, unless it is done to a very considerable extent. It will be necessary also to provide storm fences before the winter, for although the last winter was unusually favorable, still, the track was very much obstructed, and had it been as hard a season as the one immediately preceding it, it would have amounted to a total suspension of the trains.

Another item for which the Road as well as the adjacent land-owners, is suffering, is fences; these have been constructed to a considerable extent and in part paid for. Contracts have been entered into for the remainder, but the uncertainty attending the question of paying for it, has retarded its construction very much to the injury of both parties.

The immediate wants of the road may be briefly stated to be—

1st—Widening the cuts and cutting ditches.
2d—Ballasting.
3d—Fencing.
4th—Covering the Bridges.
5th—Extending side-tracks and siding depot grounds.

Freight trains with passenger car attached, have run since the opening of the road for business to and including May 31st, eleven thousand eight hundred miles, and passenger trains two thousand one hundred and sixty miles—the construction and wood trains no account was kept. The number of passengers transported have been 7002. The receipts for passenger's fares have been $8020,11. The number of tons of freight transported have been 3601, and the receipts for freight, $2052,30.

The Rolling stock of the Company, consists of

Three Engines and Tenders purchased next summer of 1869.
One Engine and Tender purchased second-hand in summer of 1869. All of which are in good order.
Two first-class Passenger cars.
One Baggage and Mail car.
One Snow Plough.
Twelve Box cars.
Thirty-four Flat cars.
Seven Hay cars.

The box cars were constructed with the bearing-boxes of the tread of the wheel, which rendered them rigid under a load and impaired their tracking qualities, causing them frequently to leave the iron upon the uneven track of the upper portion of the road. These were altered to inside bearings in the latter part of the winter, since when none of them have run off the track. In doing this it has rendered necessary the strengthening of the bolster beams by means of right truss rods, at an expense of probably about ten dollars per car. This work is now nearly done.

While the road has been run by the Company, though under the most unfavorable circumstances possible, still no accident has occurred involving loss of life or injury to persons, and the injury to the Rolling stock has been but little more than is ordinary upon a line of a good running order.

The iron which was supposed to have suffered very considerably during the Winter and Spring, is found to be comparatively but slightly damaged, and the rails necessary to be removed from the main track, can be used to advantage only in the sidings.

I have yet seen but one rail showing signs of failure, that one in the sharp curve immediately at the junction with the R. & N. A. Road at Oldtown, where the iron purchased in New York was laid down.

Very respectfully your ob't serv't,

LUTHER H. EATON,
Superintendent.

LETTER FROM BELFAST.

BELFAST, June 8, 1870.

To the Editor of the Whig and Courier:

A glorious rain-storm is just ending. It fell, warm and gently, and quite an almost see the grass and crops grow. It promises to be a grand season for the farmers.

Our railroad has never looked so much like a live road as now. The laying of the rails commenced last Saturday, and they are now down nearly to the Point, a mile or more of distance. A small engine and tender with four gravel cars, came down river on a scow, and were put in position yesterday. So the work will be pushed bravely on, and we can all our neighbors by steam power within six months.

The papers and notices of the 4th of July celebration on the Back, here are out and it promises a full day of base ball, foot and sack racing, music and dancing, and trotting. If the weather is favorable there will be a large crowd in attendance. Visitors from Bangor can come down in the steamer Richmond in the morning and go back early the next day.

At the city meeting last Monday night, the City Marshal was instructed to notify rum-sellers to close up within ten days. If not they will be put through. This is just what we want for, if the authorities mean work. The collecting of the city taxes was let at nine mills on the dollar.

Several papers in the State have copied from one of my previous letters to the effect that "Quidam has sold Gov. Chamberlain's record out of the Republican party." What I did say was in reference to candidates for Governor at the Augusta convention, and that so far as this section was concerned Chamberlain was "frozen out as a candidate." It is a small matter but I do not wish to be thus placed in a false and ridiculous position so you will much oblige me by giving publicity to this correction.

Waldo county is entitled to 86 delegates to the Augusta convention next week. A majority will support Mr. Perham.

The Dime Book Bank robbers are still here, although many rumors have reached us of probable attempts by their friends to release them. They complain bitterly of the closeness with which they are confined and guarded. Indeed the jail and cells are hardly suitable for such close confinement during the hot weather. When they were sent here the other prisoners were removed to a room not securely guarded, from which they effected an escape on the 21st of May, by sawing off the grates of the window. One of them was the somewhat notorious Packard of Bucksport. They are yet at large.

There is a dearth of local news.

QUIDAM.

LETTER FROM FOXCROFT.

FOXCROFT, June 8, 1870.

To the Editor of the Whig and Courier:

The heavy rain which we have been blessed with this week, makes the farmers and gardeners rejoice exceedingly.

The owners of fast horses look a little disappointed in having the trot put off. Understand the trot is to come off the first fair day, and "Joseph" says that it will be the biggest trot ever held in Piscataquis. The following horses are here and entered to trot:

FIRST PURSE.

S. F. Leighton enters b. g. Dashway.
J. F. S. Palmer enters b. g. General Sherman.
Tim Sullivan enters b. g. Bully Brooks.

SECOND PURSE.

E. S. Walker enters Black Diamond.
P. M. Jefferis enters b. g. Abdallah.
S. G. Rowe enters b. m. Lady Palmer.
Chas. Jordan enters b. g. Green Mountain Boy.

There was quite a crowd came in on the noon train to-day to attend.

Our Highway Surveyors, with large gangs of men, are now actively engaged in putting the roads in good repair.

Business is beginning to revive.

Mr. B. B. Vaughan, has sold his stock of drugs and medicines to Messrs. Buck & Wyman. Mr. Buck has had a good practice as a physician here for several years. H.

Special Notices.

St. Andrews Lodge.

FRIDAY EVENING, June 10.

There will be a Stated Communication of St. Andrews Lodge No. 88, F. & A. M., this evening, at Masonic Hall, at 7½ o'clock.

Brethren are invited to attend.

ATTENTION JAMESON GUARDS!

A meeting of the Company for drill, this (FRIDAY) evening at 8 o'clock, will not be omitted. Business of importance will come before the meeting.

By order.

CHAS. D. CLARK, Clerk.

June7

Grand Trunk Railway Co.

1377 miles under one Management.

GREAT REDUCTION IN FARE.

To all Points West.

Only $20 00 from Portland, Yarmouth and Danville Junctions to Chicago.

On and after the 13th June, two trains will (Sundays excepted), leave Portland at 7 10 A. M. and 4.45 P. M., making close connections at [illegible]

Through to Chicago in Forty-eight Hours.

The Grand Trunk is 83 miles shorter, and run in 12 Hours less than any other Route from BANGOR to CHICAGO.

The Road is rapidly being relaid with Steel Rails, and FORTY NEW LOCOMOTIVES have recently been purchased.

Elegant Pullmans Palace Drawing Room and Sleeping Cars will shortly [illegible] Express Trains—making its equipment in every respect, First-Class, equalled by any Transcontinental Line.

Baggage is checked through, and a Custom House Officer is appointed to Custom House examination.

Tickets by this Route can be obtained at the Grand Trunk Office in New England, and at the Company's Office,

22 West Market Square, Bangor.

WM. FLOWERS,
Passenger Agent, New England.

june10 d&w

"MAYFLOWER."

The most Celebrated Fine Cut Chewing Tobacco in the World.

We have received the appointment of Sole Agents for sale of the above brand in Bangor, and will supply the trade at

THE BOTTOM PRICE.

A. L. & R. C. LOVE.

Bangor, June 10, 1870.

Piano for Rent.

Apply at EWELL & CO'S
June10 3m Music Store.

Bangor and Piscataquis Railroad.

SPECIAL NOTICE.

The Morning Train to the Dover and Foxcroft will leave Bangor on WEDNESDAY, June 15th, for that and the following days, instead of Thursday, as the mail train on the E. & N. A. Road. The mail for Foxcroft goes to the Republican State Convention and consequently to go directly through to Augusta. On the evening trains will leave Oldtown on the arrival of the Mail Train from Bangor at 8 P. M.

Delegates will be passed over the road at $1 00 each, there and back.

H. H. PEASE, Sup't.

June9

Removal.

F. S. DAVENPORT,

Teacher of Piano, Organ and Singing.

Has Removed from Concert Hall to No. 30 Main Street, over Patten and Ingalls' Music Store.

may4 3m

State of Maine.

EXECUTIVE DEPARTMENT,
Augusta, May 31, 1870.

Notice is hereby given that a Petition for the Division of WILLIAMSBURG, in the County of Piscataquis, to the State Prison under sentence for the murder of Jackson, is now pending before the Governor and Council, and a hearing thereon will be granted in the Council Chamber at Augusta, on Monday the 14th day of June next, at 31 o'clock A. M.

FRANKLIN M. DREW, Secretary of State.

June3 d&w3

'Tis a Fact

That Lead, Oils, Varnishes, Fluid and Chloride of Lime, dry and in Oil, Paints, Brushes, Putty, &c., and everything desired in the line can be found in greater variety and at the figures at BRADBURY'S, 6 and 8 Smith's Block, and 5 Central Street, than any other place in the State.

may20

PENOBSCOT

Savings Bank

Bangor, April 8th, 1870.

A semi-annual dividend of four per cent. thereon is declared this day, payable on and after the 15th inst.

All dividends as soon as declared will be added to the principal and go on interest the same as the deposit. Bank hours, from 9 A. M. to 1 P. M., and from 2 P. M. to 4 P. M.

ALM ROBERTS, President.
EDWIN CLARK, Treasurer.

Teeth Extracted

By the Ehlgalen and Etherized Process, by

HENDERSON.

Nitrous Oxide, rapidly made, and properly administered, by

HENDERSON, Dentist.

Office and Residence—the first House South of the Episcopal Church, French street, Bangor.

June9 1m

Lake Shore and Michigan Southern Railroad.

CROMWELL

The Agent for this popular route has received his new tariff, which is

$5.25 LESS

to all points West, than previous rates. This is the only Western line running all express cars through to Chicago without change of cars or Baggage.

June8

Organdie Muslins,

Now in Use.

New Hamburg Edgings.
Sheet Colored Pongees and Pongees.
Black Grenadine Veils in Stock.
New Pantaloonery for Boys.
Two Cases Corsets cheap.

All at BARGAINS, at

JOSEPH F. SNOW'S,
82 Main Street.

June8

Sanford's Independent Line.

SPECIAL NOTICE.

The Steamer KATAHDIN will leave Boston and Bangor the 15th inst. taking her place in the line.

On and after the 20th inst. a Steamer will leave Bangor every MONDAY, WEDNESDAY and FRIDAY, at 11 A. M., and leave Boston for Bangor on same days at 5 P. M.

LOOMIS TAYLOR, Agent.

January 8.

Read N. G. Trask's advertisement, "Information Wanted," in another column.

June10

WANTED.

A good journeyman Barber. Apply to WALTER LEIGHTON, Bangor Maine.

may21

THE SAFE

Deposit Savings Bank,

No. 9 CENTRAL ST., BANGOR.

P. M. BLAKE President.
T. H. SMITH, Cashier.

Interest allowed from the date of deposit at the Liberal Government rate of

7-30 PER CENT PER ANNUM.

No deposits received for a less sum than $50.

Office hours from 9 A. M., to 3 P. M.

April 5, 1870. d&w

BANGOR ICE CO.

The Season for the delivery of Ice will commence 25th 20th of May.

Persons wishing to take Ice of this Company will please apply at

Office, No. 15 and 17 Broad Street.

For further particulars see circulars.

THOS. A. TAYLOR,
Agent.

may10 d&w3m

Sewing Machine Depot.

SINGER,
WHEELER & WILSON,
GROVER & BAKER,
ELLIPTIC,

and all other STANDARD SEWING MACHINES, for sale by

CHARLES HALE,

28 Main Street.

dec17 dtf

Mount Hope.

Proprietors of lot in my recorded Plan of Mount Hope Cemetery, will please call at the Secretary's office, and receive their deeds, and make payment for the same, as I am about leaving Bangor.

Mr. LOWNEY, Book-keeper from the Bangor City Bank, will receive the money, and give receipts for the same.

It is expected that all [illegible] will be paid [illegible] Part of the interest [illegible] been given [illegible] would be [illegible]

Executive Committee of
Mount Hope Cemetery.

June 6

Undertaker's Notice.

The undersigned [illegible] Undertaking and [illegible] at the grounds of MOUNT HOPE, Proprietors [illegible] to the Trustees [illegible] to attend to [illegible] Residence, 252 French Street, [illegible] Office at D. F. DYER'S Book store, [illegible] Bangor, May 1, 1870.

WM. LOWNEY

Express Notice.

On and after [illegible], 1870, Eastern Express Company will run on the following route, making Express connections [illegible]

From Bangor to Rockland,
From Bangor to Belfast,
From Bangor to Dexter,
From Bangor to Dover,
From Bangor to Foxcroft,
From Bangor to Guilford,
From Bangor to Abbot,
From Bangor to Sangerville,
From Bangor to Dover,
From Bangor to Foxcroft,
From Bangor to Guilford,
From Bangor to Abbot,
From Bangor to Sangerville,

Connecting with Express Lines for all points South and West. Also, with Express Lines for all points East and North.

Office at Bangor House.

GEO. W. HAMMATT, Agent.

JAMES H. SHANNON,

Organist and Teacher of Music,

Orders left at Patten & W. [illegible] Music Store, or P. O. Box 1212, Bangor, Me. [illegible]

Jan. 1, Me. [illegible]

MANHOOD, 154th Edition.

A MEDICAL ESSAY on the Cause and Cure of Premature Decline, Nervousness, Debility, Lost Manhood, Impediments to Marriage, Impotency, Sterility, and the consequent Mental Depression, Loss of Memory, Aversion to Society, Blushes, Timidity, Dyspepsia, Palpitation of the Heart, Affections of the Liver, Lungs, Kidneys, Bladder and Skin, Nervous Irritability, Seminal Weakness, Involuntary Discharges, Spermatorrhœa, Impaired Vision, Pain in the Back, Dimness of Sight, Premature Old Age

TELEGRAPHIC

TO THE

Whig & Courier.

FORTY-FIRST CONGRESS—SECOND SESSION.

WASHINGTON, June 9.

SENATE.

The bill to abolish the franking privilege came up, the question being on Mr. Drake's amendment, allowing newspaper exchanges to pass free, and on Mr. Sherman's amendment for a weekly circulation of weekly newspapers within the county of their publication.

Without any on the amendments the Senate adjourned.

HOUSE.

When the House met the Hall was so dark owing to the heavy thunder storm that gas lights, the first had to be lighted.

Mr McCormick of Mo., who was mentioned in a correspondence of the New York Evening Post in reference to the Cuban bonds, emphatically denies all knowledge of the affair and called on Mr Butler of Mass. to state whether any evidence had been taken implicating him.

Mr. Butler being absent, Mr. McCormick made the same inquiry of Mr. Davis of N. Y. who is member of the Judiciary Committee.

Mr. Davis said that he was not a member of the sub-committee and knew nothing about the proceedings.

On account of the storm a recess was then taken.

After the recess, Mr. Ward of, N. Y., called attention to the resolution adopted on Monday, directing the Committee on Ways and Means to report as soon as practicable a bill for the abolishing of the duty on coal.

Mr. Hooper of Mass., acting chairman of the Committee, said the Committee had not agreed as to the meaning of the resolution, one member at least taking the ground that all direct and indirect taxation was to be taken on all coal.

A discussion was opened on the subject, but the Speaker ruled that everything except reports, was out of order under the call of committees.

A bill to punish the unlawful certification of checks in violation of the act of March 3d, 1869, by officers of National Banks, was passed.

The penalties of the bill are, $5,000 fine or five years imprisonment, or both, at the discretion of the Court.

Mr. Garfield of O., reported the Senate bill to provide additional currency of coin and notes and to equalize the distribution of circulating notes, with a substitute thereof.

Mr. Cox of N. Y., a member of the committee, objected. He said, that no meeting had been held to authorize the report and Mr. Garfield of O., explained that the meeting was held during the ten minutes recess this morning.

The substitute was then read, being the $50,000,000 currency bill, with the banking and other sections stricken out.

The substitute having been read, Mr. Cox made another point of order, that Mr. Garfield was not authorized to make a report.

The Speaker ruled that the point of order came too late, adding that it had been presented when it was first made he would have submitted the question to the House.

Mr Cox appealed from the decision of the chair, and called for the yeas and nays.

Mr Reed of Pa., moved that the House adjourn and called for the yeas and nays, adding (in an undertone) "that they would filibuster on this bill every morning from now till the end of the session."

During the political the morning hour expired, and the bill went over.

The appeal from the decision of the chair had not been withdrawn.

NEW HAMPSHIRE LEGISLATURE—THE CONTEST FOR U. S. SENATOR.

CONCORD, N. H., June 9.

The Senatorial contest interferes with all legislative matters. The city to-day is a political Mecca. Every Republican office-holder and every expectant and friend are here. The cases of Portsmouth, Manchester and Nashua are nearly reported under the agreed points to-day. Gen. Marston retires from the field, and his supporters are said to be turned over to E. H. Rollins. Senator Cragin leads Rollins, and Stevens follows; but Hon. Mason W. Tappan stands a fair chance for the nomination. The caucus to-night bids fair to be a lively and extended one. The chances are that the Cragin and Stevens men may unite on Cragin, which will secure his election.

The Senatorial caucus organized promptly at 8 o'clock this evening. On the first ballot there was no choice; on the second the whole vote was 201—Nathaniel Gordon, 5; M. W. Tappan, 7; E. H. Rollins, 21; A. F. Stevens, 66; A. H. Cragin, 100. On motion of Senator Scripture, the nomination was made unanimous.

CABLE NEWS.

MADRID, June 9. General Prim has made a personal explanation, quoted from the dispatch of a Philadelphia correspondent to the London Times, relating to his (Prim's) connection with the proposed Cuban loan, and pronounced the dispatch false. He said there had been no negotiations between him and the American Government, or English capitalists.

CONSTANTINOPLE, June 9. The fire in the Vera district has been fully subdued, and order reigns again. By a careful count, over 7000 buildings, of all sorts, have been destroyed, and many of them were the best in the city. The loss of life greatly exceeded the estimate previously made. The remains of over 150 persons have been discovered, and it is supposed that this is about one-half of the actual number. The total loss by the fire is computed at 425,000,000 sterling. The English underwriters suffer heavy losses. The archives of the British Embassy were saved. The American Church of the "Immaculate Conception" was on fire several times and considerably damaged, but the Gobelin tapestry, gift of the Empress Eugenie, with which the church was decorated, was saved unharmed.

FLORENCE, June 9. The insurrection at Lucca was summarily quelled. The disorder was confined to fifty-four ruffians who seized the arms belonging to the military school. That city. The whole party were soon after captured.

BOMBAY, June 9. The cholera is making dreadful ravages in different parts of India. At Madras the disease is particularly fatal.

MADRID, June 9. The question of a future monarch for Spain occupied the sessions of the Constitutional Cortes yesterday. The motion that a King be elected by a direct vote of the people was rejected. The proposition of requiring a candidate to receive a majority equal to one-half the whole number of deputies, was carried, 138 to 124. (It is regarded as destroying the chances of Duke of Montpensier and all the other candidates thus far named.

LONDON, June 9. The alarm among the farmers at the continued dry weather, announcements of a panic.

The cable between England and Ireland recently broken has not yet been repaired, and the messages to and from America are consequently delayed. Nearly all the business is transacted by the way of the French line, and Ireland is telegraphically isolated from the rest of Europe.

It is reported that Disraeli is about to retire from politics. He will be raised to a peerage.

The Morning Telegraph reports that Mr. Dodgins, owner of the American yacht Sappho, declines to compete for the Prince of Wales cup on the 24th inst. Mr. Ashbury's Cambria has been entered.

NEW YORK ITEMS.

NEW YORK, June 9.

The creditors the of Zeitz Brothers, the defaulting tobacco merchants, offer a new bid of $10,000 for the arrest of Chas. Zeitz, who is supposed to have been the principal in the swindling operations. It is believed that both are concealed in this city.

The revenue authorities have discovered one or two large tobacco manufacturing houses in this city engaged in smuggling heavy quantities of leaf tobacco.

The number of immigrants who have arrived at this port this year up to June 8th, is 10,911, which is 7,077 less than for the same time last year.

GOVERNMENT GOLD SALE.

NEW YORK, June 9.

At the Government purchase of $1,000,000 of bonds this noon there were fifteen bidders. The amount offered was $3,571,250 at from 110 88/100 to 113 83/100. The awards were at from 110 88/100 to 111 00/100. There were no shipments of specie to-day.

THE REPORTED JEWISH MASSACRE.

NEW YORK, June 9.

U. S. Isaacs, Secretary of the Israelite Alliance Society of this city, received this following in reference to the Roumania massacre:

London, May 8. There was an attack but it was quelled by the military. The accounts are somewhat exaggerated.

FROM WASHINGTON.

WASHINGTON, June 9.

The President signed and approved the joint resolutions for the appointment of managers of the National Asylum for disabled volunteers and soldiers, and in relation to the compensation to Assistant Marshals for taking the census.

POLITICAL.

RALEIGH, N. C., June 9.

The Republicans have nominated Wm. M. Shipp of Mecklenburg, for Attorney General.

MONEY AND EXCHANGE.

NEW YORK, June 9.

Money was easy to-day at 5 per cent. on Government securities, closing at 4 per cent. Sterling exchange closed at the following rates:

[illegible]

GEORGETOWN, D. C. Cld 8th, sch Ella B Ewer, Hall, Boston.

RICHMOND, Ar 8th, sch Thos Borden, Sherrod, Boston.

CHARLESTON, Ar 7th, sch Ida, Snow, Boston.

SAVANNAH, Ar 6th, ship Reed, Dunne, Liverpool.

DARIEN, G. Cld 1st, brig Rising Star, Fryther, New York.

FOREIGN PORTS.

[illegible]

LOCAL AND OTHER ITEMS

—No ice Court business of an interesting character is pending.

—A large crop of dead rats is promised.

—Yesterday was a delightful day in this vicinity.

—We have had a good driving rain at least in this vicinity.

—An enthusiastic meeting of the Democracy of Ward 1 was held last evening.

—The Bangor Cornet Band, A. D. Hayes leader, will give an out-door concert at Market Square, this, Friday, evening, at 7½ o'clock.

—The delegates from Rockland to the Republican State Convention, elect, I understand, are unanimously in favor of Gen. Hubbard.

—A small fishing spark was report and pulled by the tide, in the stream yesterday. Fish are scarce however.

—RAILROAD RATES. The Grand Trunk Railway are advertising reduced rates. See Capt. Hyde's advertisement. Capt. Hyde is agent for the Lake Shore, also advertised to-day.

—REAL ESTATE SALE. The brick house No. 8 and lot on Harlow Street, was sold at auction yesterday, by R. S. Prescott, auctioneer, to $3,225 Lorenzo Hinkley, Esq., of Hudson was the purchaser.

—We learn from persons who came down river on the last train that it rained heavily Wednesday and Thursday, and that the rise of the river is expected. We hope it will be powerful enough to bring down the logs which are now hung up for want of water.

—CONNECTION. In the report of the proceedings of the meeting of the stockholders of the B. & P. R. R. in our issue of yesterday morning, the motion offered by Judge Gilbert and passed in regard to the survey read, was that in the opinion of the stockholders, expressed in the meeting, the connection of the road should be expended upon the road and terminate at Hudson, that is provided for completing the same.

—Last evening, a successful larceny was committed in this city. The would-be operator, who would have come to grief, was ready for his work, and had provided himself with a bag, which he had gone to great pains to fill with stones. He began to come down on the high ground upon which the Depot is situated, and, closing his bag, threw it with all his might, as he supposed, through the window of the Ranger Gas Co. office. The stones struck the window, and the shock was heard in the vicinity of the Depot, but the bag, instead of passing through the window, fell back upon the sidewalk, and the shock was heard in the office of the city engineer, in the city hall, and in the vicinity of the Depot. This is the second time in two nights that the Ranger Gas Co. office has been attacked, and the police should keep a sharp lookout for the scoundrels.

—The Bangor Cornet Band, A. D. Hayes leader, will give an out-door concert at Market Square, this, Friday, evening, at 7½ o'clock.

—The detectives

The Rev. Mr. Frothingham, of New York, said in his sermon last Sunday, that in all his life he had seen but two or three persons whom he believed to have been Christians through and through. He left Boston while a young man.

That thing relates an anecdote of Charles Dickens, how, that during some theatrical performances in Liverpool, he acted in play and farce, spent the rest of the night making speeches, fasting, and drinking at table, and ended at seven o'clock in the morning by jumping leap-frog over the backs of the whole company.

The Police Court of St. Joseph, Mo., has righteously decided that no offence to assault a man for saying "Shoe Fly" on an accordion.

WANTED. Information of David Knox, formerly of Vassalboro, Maine. Will hear hereof to his advantage. Address Benjamin Young, Malden Hill, Dutchess—formerly Sophia Hill Dailey, of Vassalboro—living in New York City, under an assumed name. His wife sold to Nathaniel Hatch, Sidney, Maine. Any person knowing of said Knox's present residence will please address H. M. Hatch, Sidney, Me. Decker & Co., 162 Reade St., New York City. 3w. may31 1876

POTASH,

By Cask or Pound,

AT BRADBURY'S

SEA MOSS FARINE,	At Bradbury's.
SARDINES,	At Bradbury's.
TAMARINDS and PRESERVES,	At Bradbury's.
JELIES and PICKLES.	At Bradbury's.
CANNED FRUITS, CANNED PEAS, &c.,	At Bradbury's.
EXTRACT DANDELION for BEER	At Bradbury's.
LEMON SUGAR, for Lemonade,	At Bradbury's.
FARINE & CORN STARCH,	At Bradbury's.
GELATINE, and PATENT OATS,	At Bradbury's.
PATENT BARLEY, and OAT MEAL,	At Bradbury's.

Everything that is choice and rare will be found stock at prices fair.

B. M. BRADBURY.

Q and 3 Smith's Block, 5 Central Street.

may19

YOU CAN SAVE

$50 to $100

BY BUYING YOUR

Piano-Fortes

OF PATTEN & WHEELDEN,

New Masonic Block, Main St.,

Call or send for price list.

Pianos sold on Instalment.

Bangor, August 1, 1873 d&w

A PHOTOGRAPH CAR,

FOR SALE VERY CHEAP,

If applied for soon.

J. PACKARD, Jr.,

At H. B. FARNAL'S, Photograph Gallery, Bangor

may31

INQUIRE,

And you will learn that BUTLER & HAYNES keep the largest stock of

Leads and Zincs,

Ever offered in Maine in this city. This is a Fact. Call and see for yourselves at the Paint Depot,

No. 25 West Market Square.

BUTLER & HAYNES.

apr5

NEW STORE.

THE undersigned, will constantly keep on hand, a large assortment of

Doors, Sash, Blinds, and Window Frames, &c.

Which I will contract to sell as low as can be had in any other place in this State, for the same quality of the above. All will be made to order, in J. P. BRIGGS' Celebrated Factory,

WATERVILLE, MAINE.

Goods delivered at any Station on the E. & N. Railway.

H. E. BOUTELLE.

Lincoln, March 24, 1874.

Arnold's Express.

LEAVES Bangor daily at 1 P. M. for Hampden, Newburg, Dixmont, Corinth, Exeter, Garland, Dover, Foxcroft, Guilford, Sangerville, Milo, Brownville, Williamsburg, Atkinson, Monson, Greenville, Shirley, Blanchard, Abbot